

AMERICAN CLASSIFICATION SOCIETY REGISTERS

In the last issue of LOG CHIPS we introduced the subject of classification society registers with a sketch of the origin and progress of "Lloyd's Register of British and Foreign Shipping." We continue in this issue with an account of the development of such publications in America.

Professor Albion described in the first issue of "American Neptune" the inspection ledgers kept privately by the Atlantic Mutual Insurance Company, the largest marine insurance firm in New York. These records were commenced in the 1840's and served the purpose of "Lloyd's Register" as far as the needs of Atlantic Mutual were concerned.

Such a service, however, was too expensive to be maintained by smaller companies and the shipping community in general except on a collective basis. Recognizing this, three New Yorkers in 1857 issued the "New York Marine Register; a standard of classification of American vessels." Dated 1 July 1857, this first issue was copyrighted on 26 Jan. 1858 by R.C. Root, Anthony & Co. The three compilers were Thos. D. Taylor, Rich'd. T. Hartshorne, and John F. H. King, shipwright, describing themselves as "Inspectors for Underwriters."

There were five alphabets in the book, the vessels being separated into ships, barks, brigs, schooners, and steamers. Information given included name of master, class, tonnage, number of decks, draft, kind of timber, metal of fastenings, date metalled, year built, where, and usually by whom; port belonging to, owner or consignee, model, place and month of survey, and remarks. "Remarks" include such items as arrangement of cabin, possession of a centerboard or wire rigging, service as a whaler or packet, and year of significant repairs.

As ships were surveyed annually, if possible, the notations of ports and dates of survey in these volumes are of great assistance in cases where it is desired to trace the movements of a

given vessel. The place and dates of survey in the register books serve as a quick index to the seaport newspapers, whose marine intelligence columns can then be searched with a minimum of effort for details of voyages, cargoes, or passengers.

The second issue of the "New York Marine Register", with preface dated 18 June 1858, has the dimensions of vessels added to the other data. A slip pasted on the title page indicates that the ubiquitous nautical publishers, E. & G. W. Blunt, had become general agents for the volume, and for the next few years the Blunts appear as publishers.

These early volumes, in addition to the tables of ship data, contain other useful historical information. There are a series of woodcuts, scaled 1/48 and 1/24, showing the fastenings of a ship about 800 tons; tables of rigging and anchor sizes; rules for classification and stowing cargo; and other similar information applicable to the later clipper ship period. Within a few years the title had become "American Lloyds' Registry of American and Foreign Shipping," with surveyors in a dozen seaports; but, although there was a Committee of Supervision consisting of the shipbuilders, Westervelt, and Captains Skiddy and Nye, and there are references to a "Board" and an "Association", the work seems to have belonged to the three founders and the Blunts.

In 1866 the partnership split up, with the Blunts dropping out of the picture

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LOG CHIPS is produced by John Lyman at 7801 Gateway Boulevard, Washington 19, D.C. This number completes volume one. After 1 July 1950, the price of volume one will be \$2. Subscription to volume two, \$1. Volume two will consist of 12 numbers, issued six times yearly; or fewer numbers at longer intervals, depending on mail rates.

entirely. Taylor, taking with him the woodcuts, became proprietor of "Lloyd's Universal American Register of Shipping", which claimed 1857 as the year of establishment, and in which some copies of the 1866 issue have had inserts pasted, revising the title to "American Lloyd's Universal Register." Hartshorne and Johnson, meanwhile, carried on with "American Lloyd's Register of American and Foreign Shipping", with a similar format, but with new cuts of details of construction.

Taylor's book in 1874 was styled "American Lloyd's Universal Standard Register of Shipping", and has abandoned the woodcuts for a lithograph of a hull on blocks, opened for inspection, and another sail and rigging plan of a two-skysail single-topsail full-rigged ship. Such matters as port charges and depths of water in harbors are included in the front of this volume, which the Library of Congress records as the last issued.

Its twin and rival lasted somewhat longer -- until 1883, we believe, by which time the column of "model" had dropped out. This issue was the last officially to bear the title "American Lloyd's", although the term has clung up to the present time to a publication more properly known as the "Record."

The "Record of American and Foreign Shipping" was first issued as an annual volume by the American Shipmasters' Association in January 1869, although a monthly pamphlet had been circulated since March 1867. The Association had been established in 1860 and incorporated in New York in 1862 by a merchant-underwriter group as a sort of company union for ship's officers. (Not until 1898 were Federal licenses required for masters or mates of sailing vessels, and then only for those over 700 gross tons.) The decision to become also a classification society was made in February 1867.

Competition was keen for a few years among the three books. The New York Board of Underwriters, whose endorsement had been featured for years by "American Lloyd's", adopted a resolution on 3 June 1869 giving the "Record" their undivided support. Hartshorne and Johnson countered with accusations that the "Record" was the instrument of the Atlantic Marine Insurance Co., which falsified ratings so as to insure through direct negotiation at high rates,

and then reinsured at lower rates justified by the fictitiously high book ratings.

Unlike the two "American Lloyd's" series, the "Record" lumped all vessels, sail and steam, in one alphabet, a procedure followed to this day. The first number omitted names of builders, but this omission was soon rectified. The "Record" has never followed the policy of the early "Lloyd's Register" in listing only vessels classed with the society, nor has it pursued the later policy of listing all ocean-going vessels of the world. The "Record" has been confined to American vessels and vessels that trade to North America; the current policy is to give full particulars only of American vessels and Canadian lakers, with an appendix of brief details of foreign vessels in American trade.

In 1889 there was established in New York the "Register of Iron and Steel Vessels, together with the rules of the United States Standard Steamship Owners', Builders' and Underwriters' Association, Limited". This register existed as a rival publication until 1908, when it was absorbed by the "Record."

In November 1898 the American Shipmasters' Association was renamed the American Bureau of Shipping, and in 1916 it acquired the "Great Lakes Register", which had existed since 1896. By the Merchant Marine Act of 1920 the American Bureau was recognized as the classification bureau for all United States vessels, two government representatives were placed on its executive committee, and all vessels classed by it were given a special designator in "Merchant Vessels of the U.S."

The Load Line Acts of 1929 and 1935 likewise appointed the American Bureau to determine load lines for American vessels affected by the two statutes.

Like other such publications, the "Record" was "Secret" during World War II. Subsequent to the War, negotiations were well under way to amalgamate the American Bureau with Lloyd's Register, but the merger was never consummated, owing, it is said, to disagreement in policy with respect to shipbuilding in occupied Japan. A long list of vessels in now under construction in Japan to class with the Bureau, and there are others in Spain, Italy, and Trieste.

BOOK REVIEWS

BRYANT, S.E., "A list of vessels built from 1800 to 1873, District of Kennebunk, with a supplement from 1874 to 1884", 16 pp; Kennebunk, The Brick Store Museum, 1950; price \$1.00.

This little pamphlet is a photographic reprint of a rare booklet originally published in 1874 and extended by including 10 years of annual supplements. Thus nearly the entire period in which vessels of significant size were built at Kennebunk is covered, although schooners and power vessels were turned out there in the 20th Century.

Bryant, who was Deputy Collector at Kennebunk, turned out one of the best volumes of its kind ever produced, since names of captain, owner, and builder are given for each vessel. The Brick House Museum is to be congratulated on making available this inexpensive reproduction.

LACROIX, Louis, "Les derniers voiliers morutiers terrenevas, islandais, groenlandais", 314 pp; ill; Lucon, Impr. S. Pacteau, 1949.

The above title is given on the cover; the title page gives "Les derniers morutiers francais." This is another of Capt. Lacroix's exhaustive works on the French sailing marine, and gives for the first time (as far as we know) an account of the French Grand Banks and Iceland fisheries.

Like the captain's other works, "Morutiers" is well illustrated, the reproductions making up in quantity what they lack in quality. Included are sail plans of two recent barkentines.

An appendix lists the sailing codfishers of St. Malo since 1874, with their rigs, tonnages, and fates. They range from 40-ton sloops, through brigs, brigantines, schooners, and barkentines to the four-masted barkentine ZAZPIAKBAT. Only two are listed as still afloat, the steel auxiliaries CDT LOUIS RICHARD and Lt RENE GUILLON, built in 1933.

One interesting chapter concerns the Societe des Oeuvres de Mer, which operated hospital ships on the banks.

LACROIX, Louis, "Les derniers voyages de forcats et de voiliers en Guyane; Les derniers Antillais" 378 pp; ill; Lucon, Imp.S. Pacteau, 1945.

This volume is really two books in one. The first section, dealing with the carrying of convicts to French Guiana, is material left over from an earlier volume on coolie ships and blackbirders, combined with a general account of trade to that region. An annex lists 217 vessels that traded to French America from 1890 to the end of the sail period.

The second part, beginning on p.165, describes the trade with Martinique and other islands of the West Indies. The illustrations, comprehensive as always, include four folding charts, and there are also words and music of "Adie Foula" -- "chanson de la Martinique."

LACROIX, Louis, "Les ecraseurs de crabes; sur les derniers voiliers caboteurs", 348 and xxvi pp; ill; folding chart of Raz du Seine; Nantes, 1947.

"Crab smashers" as a nickname for coasting vessels probably arises from taking the ground at low water in English Channel ports. Captain Lacroix covers the coasts of France both geographically and in time, in telling the story of these small fry.

Chapter XVI tells the story of the big four and five-masted schooners built in America for France in 1917-9, and as a seaman of square rig Captain Lacroix is full of scorn for them and the politicians who caused their building.

An annex lists 235 coasters of 50 tons and upwards trading in 1892, 271 of 75 tons or more flourishing in 1914, and 55 (20 with motors) afloat in 1937. Some of the illustrations have already done duty in other works as representing coasters of other nationalities, but there are also some lines and sail plans, mostly after Paris.

VIGELAND, Nils P., "Norsk seilskibfart erobrer verdenshavene", vii & 272 pp; 74 plates; Trondheim, T. Bruns Bokhandels Forlag, 1943.

Not exactly a new book, this work has not previously been noticed, to our knowledge, in an English-speaking country. Like "De Danskes Vej", it was produced under German occupation, and like that book it is a handsomely printed, well illustrated maritime history.

From 1826 until 1878, Norway's sail

tonnage increased with each year. There was a slight setback in 1879, followed by a period in which native-built wooden sailers were largely replaced by second-hand foreign-built iron and steel bottoms. The high point in sail tonnage was reached in 1891, and thereafter Norway's sail fleet disappeared with the rest of the world's.

When this book was written, only LIN-GARD, preserved at Oslo, and the training ships SØRLANDET and CHRISTIAN RADICH were left under the Norwegian flag. The book has a glossary of nautical terms and three pages of bibliography.

(GJERSØE, Georg), "Norske seilskipsrederier", 355 pp; front.; Oslo, Fredhøis Forlag A/S, n.d.

This is not exactly a new book, although it is still in print; it seems to have been produced in the late 1930's.

The title means "Norwegian sailing ship owners", and the book is simply an alphabetical list of shipowners in each port, giving the names and tonnage of sailing vessels owned by them since 1884, the year and place of building, building material, and years in which owned. It was compiled from "Norske Veritas", and can for many purposes replace a large file of that classification society's registers.

Some 1920 owners and 5150 ship names are included, and there are full indexes by ship name, owner's name, and home port. No knowledge of Norwegian is needed to make this a highly useful volume.

Unfortunately, all Norse vessels were not required to be classed by Veritas until 1896, so for earlier years there is a lack of completeness in the coverage. The volume also lacks any indication of changes of name.

CURRENT BIBLIOGRAPHY.

ANON. "Sail ho!", Argosy, pp.8-14, April 1950. Mostly photos of PASSAT on her last voyage.

COLTON, J.Ferrell, "The last grain race", U.S.Nav.Inst.Proc., v.70, pp.506-513, 1950. Ill. PAMIR and PASSAT; why the spelling 'barque'?

EASTMENT, Elizabeth, "Los caballitos del mar", Grace Log, pp.19, 32; ill; Jan-Feb.1950. (in English). Peruvian reed boats.

ERICSSON, Christoffer H., "Sovjet för statliga finskbyggda skonare", Till Rors, pp.10-12, 36; ill; Jan.1948.

Description of the Finnish-built Russian reparations vessels, with a deck plan and two sail plans.

MACMILLAN, G.E., "This business of naming ships", U.S.Nav.Inst.Proc., v.76, pp.515-517, 1950. A facetious essay, which makes sense, none the less.

VILLIERS, Alan, "Death of a sailor", Naut. Mag., v.163, pp.8-10, 1950. Obituary of de Cloux.

SAILING VESSEL MOVEMENTS

ATHIVVATHURRAHMAN, Maldiv brig. Was at Colombo in Nov.1949 with a brigantine of the same nationality.

BOHEMIA, sch. Has been raised in Elizabeth River, Va., and will convert to power.

CHAIKA, Russ.aux.sch. 21 Feb.sailed from Honolulu for Far East.

CITY OF NEW YORK, Can.aux.3m.sch. 28 March put into Lunenburg with broken tail shaft, bound Halifax-Kingston, Ja.

DANMARK, Dan.aux.tr.ship. Left Bermuda 19 Feb.and passed Elsinore 15 March.

DEUTSCHLAND, Ger.aux.ship. Has been returned to Deutscher Schulschiffverein, Oldenburg, and may resume training for the German merchant marine.

EINVIKA, Nor.m/v. Recently changed hands in Norway. Ex CANIS, built in 1888 as bark ANDREW WELCH (see LC p.36)

HUGO. A Viking ship replica was built of oak in Denmark last year, and sailed over to Broadstairs, England. Another called ORMEN FRISKE was built in Sweden of fir (plans in Svensk Sjöfarts Tidning v.45, p.1149, 1949) and there was a suggestion that Norway build another, and that the three race to the US in 1950. This we would like to see!

KOMETA, Russ.aux.sch. 16 March left Honolulu for Far East.

LIEUTENANT RENE GUILLON, Fr.aux.3m.sch.

Reported in ice off the Grand Banks in April, but got clear. (See p.137)

NACALA, Port.m/v. Lately has been trading from Lisbon to US Atlantic ports, and was written up in NY Times. Ex LEYLAND BROTHERS of 1886 (LC p.7)

OSMINOG, Russ.aux.sch. In company KOMETA.

PADUA, Russ.4m.bk. Said to have been rn. KRUSINSKIERN.

PAMIR, Finn.4m.bk. 4 Apr.towed Penarth to Barry.

PERLAMUTR, Russ.aux.sch. 14 Feb.sailed from Honolulu for Far East.

Portuguese bankers. The following left Lisbon for the Grand Banks on the day in April indicated: CRUZ DE MALTA 1st,

SANTA ISABEL and LOUZADO 3d, SENHORA DA SAUDE 4th, INFANTE DE SAGRES, OLIVEIRENSE 6th; LABRADOR, ADELIA MARIA 10th; AVIZ 12th; INFANTA DE SAGRES and OLIVEIRENSE via St. Michaels 11th. SUNBEAM, Sta. tr. sch. 4 Apr. arr Fayal for supplies.

TOVARISCH, Russ. aux. tr. bk. This is reported as the new name of GORCH FOCK. TREPANG, Russ. aux. sch. In company PERLAMUTR.

VALE, 3m. mot. sch. Delivered 8 July 1949 by A/B Marstrands Mek. Verks. to Victor Hanson, Burgsvik. 380 tons DW; marconi rig.

(Acknowledgements to Capt. P.A. McDonald, Jürgen Meyer, Bob Burgess, and Giles Tod.)

MORE ON THE LARGEST DORY; AND ANOTHER LARGEST SLOOP

The giant dory (p.12) is described in "Rudder", 1902, pp.468-469. She turns out to have been named POLLYWOG, while to her owner, who built a large deckhouse on her, she was a "doryhouse."

POLLYWOG is listed in "Merchant Vessels" as a 19-ton schooner 43 x 13 x 4.7 feet.

Charlie Morgan put us on the trail of another large sloop, the ROSS L. COE, and we found her documents in the National Archives. She was built at Kennebunk, Me., by David Clark in 1895 for the Bradley Fertilizer Co. of Boston. With dimensions 103.8 x 26.9 x 9.4 feet, she was 173 gross tons.

There were smaller three-masted schooners than the ROSS COE built in Maine, and she is worthy of further study. Why a fertilizer company needed a big one-master is not clear, since no heavy packages, such as characterized the stone trade, seem to be involved.

CHAPELLE OFF TO ENGLAND ON GUGGENHEIM

The recipient of a Guggenheim Fellowship, Howard I. Chapelle will spend this summer studying the surviving evidence on that side of the water for American shipbuilding of the Colonial period and up through 1830.

We hope his researches will lead to an authoritative decision on the conflicting American and British claims that have been advanced concerning the "invention" of the clipper ship. They should also settle the question of the alleged French influence on American design at the end of the 18th Century.

NAVAL HISTORICAL FOUNDATION OPENS TRUXTON-DECATUR MUSEUM

We attended the members' private showing at the new Truxton-Decatur Museum on the evening of 12 May, and the museum is now open to the public in the daytime.

This is easily the smallest museum in the region, if not in the world, and we can guarantee that the viewer will not suffer from "museum feet." We are assured that the exhibits will be changed regularly, however, so that eventually all the material in the possession of the Foundation will have been exposed to public view.

There were an even 100 objects on display at the opening, described in a printed catalog costing \$1. Relics of Truxton and Decatur were well represented, and there were a couple of models, which did not impress us as being outstanding.

Visitors to Washington will find this museum well worth a quick visit. It is in the rear of Decatur House, on H Street, just off Lafayette Square and a block or so from the White House.

ALAN VILLIERS OFF TO THE GRAND BANKS

His interest aroused by reading about them in LOG CHIPS (or so we like to think), Alan Villiers sailed this spring for the Grand Banks in the Portuguese fishing fleet. When last heard of, he was in the ARGUS and planning to join the GIL EANES later. We hope that another of his splendid books will result.

THE SEVEN SEAS

The term "seven seas" in English does not seem to antedate Kipling, and the average person is at a loss to identify suitable bodies of water without falling back on such apparently artificial distinctions as the North and South Atlantics and Pacifics. If we go back in history to a time when less of the world was known, however, seven becomes a logical total.

Thus, according to the Turkish hydrographer Piri Reis (fl.1520), the seven seas were the Chinese (our China Sea), Indian (Bay of Bengal), Persian (Persian Gulf), East African (Arabian Sea), Western (Atlantic Ocean), Mediterranean, and Red. These are the waters of the Mohammedan world.

TIME TO RENEW

Subscriptions to LOG CHIPS expire with this issue.

FOUR-MASTED BARKENTINES BUILT ON THE WEST COAST

(For five-masters see p.117)

KJCO	CHARLES F. CROCKER	860 Alameda, California	1890	C. G. White
KHMN	WILLIE R. HUME	855 North Bend, Oregon	1891	(A.M. Simpson, owner)
KJSD	ARAGO	498 North Bend, Oregon	1891	(A.M. Simpson, owner)
KLBJ	CHEHALIS	690 Hoquiam, Wash.	1892	(A.M. Simpson, owner)
KLMW	JANE L. STANFORD	970 Fairhaven, Calif.	1892	H. D. Bendixsen
KMCH	OMEGA	584 North Bend, Ore.	1894	(A.M. Simpson, owner)
KMJP	ADDENDA	692 North Bend, Ore.	1895	Simpson Lumber Co.
KMTV	ECHO	707 North Bend, Ore.	1896	Simpson Lumber Co.
KNCD	ENCORE	651 North Bend, Ore.	1897	(A.M. Simpson, owner)
KPCJ	WILLIAM CARSON	890 Fairhaven, Calif.	1899	H. D. Bendixsen
KQHV	JOHN PALMER	1187 Fairhaven, Calif.	1900	H. D. Bendixsen
KRDW	AMARANTH	1109 Benicia, Calif.	1901	Matthew Turner
KRHB	AURORA	1211 Everett, Wash.	1902	Everett S.B. Co.
KRGH	GEORGINA	998 Fairhaven, Calif.	1902	H. D. Bendixsen S.B. Co.
KJTC	JAMES JOHNSON	1149 Seattle, Wash.	1902	Moran Bros. Co.
KQPJ	JAMES TUFT	1274 Port Blakely, Wash.	1902	Hall Brothers
KRBN	KOHALA	891 Fairhaven, Calif.	1902	H. D. Bendixsen S.B. Co.
KQWF	LAKAINA	1067 Oakland, Calif.	1902	W. A. Boole & Son.
KRLQ	THOMAS P. EMIGH	1040 Tacoma, Wash.	1902	Tacoma S.B. Co.
KRND	AMAZON	1167 Benicia, Calif.	1902	Matthew Turner
KRTS	FULLERTON	1554 Alameda, Calif.	1902	Hay & Wright
KSHD	JOHN C. MEYER	932 Tacoma, Wash.	1902	Tacoma S.B. Co.
KRMP	KOKO HEAD	1084 Oakland, Calif.	1902	W. A. Boole & Son
KRQP	MAKAWELI	895 Oakland, Calif.	1902	W. A. Boole & Son
KSDJ	PUAKO	1094 Oakland, Calif.	1902	W. A. Boole & Son
LJWS	CONQUEROR	1395 Rolph, Calif.	1918	Rolph S.B. Co.
LNTD	HESPERIAN	1385 Rolph, Calif.	1918	Rolph S.B. Co.
LPWT	ANNIE M. ROLPH	1393 Rolph, Calif.	1919	Rolph S.B. Co.
LVJT	GEORGE U. HIND	1389 Rolph, Calif.	1919	Rolph S.B. Co.
LSBP	ROLPH	1736 Rolph, Calif.	1920	Rolph S.B. Co.
	S. F. TOLMIE	1612 Victoria, B.C.	1920	Cholberg Shipyard

Four-masted barkentines built in Britain for West Coast owners:

1900	ALTA (Steel)	1525 Port Glasgow	Robert Duncan & Co. Lim.
1900	HAWAII (Steel)	1605 Dumbarton	A. McMillan & Sons

Other vessels converted to barkentines on the West Coast:

1862	ANDROMEDA (Iron)	1243 Liverpool (ex KENYON; conv. 1904)	T. Vernon & Son.
1875	CENTENNIAL	1286 E. Boston (conv. 1905)	Smith & Townsend
1883	ST. JAMES	1587 Bath, Maine (conv. 1916)	John McDonald
1892	PRINS VALDEMAR (Steel)	1338 Elsinore, Den. (conv. 1915)	Elsinore J.S.B.

THUMBNAILED HISTORIES OF EAST COAST FOUR-MASTED SCHOONERS (continued from p.131)

LUTHER LITTLE LJKG Register abandoned October 1940; hulk now at Wiscasset, Me.
 LYDIA M. DEERING KGMQ 16 Aug.1915 foundered in 25-39 N, 92-46 W; 3 lives lost.
 LYDIA McLELLAN LBSF Casualty late in 1923; reregistered at New York March 1924.
 BAXTER Barge June 1927; register abandoned June 1937.
 LYMAN M. LAW KHMQ 12 Feb.1917 sunk by U-boat in 38-32 N, 7-58 E.

 M.VIVIAN PIERCE LSCJ Rn.EDWARD L.SWAN; still documented.
 MABEL KRJP Ex ADELAIDE BARBOUR; foundered 13 Oct 1923.
 MABEL JORDAN KGNV 14 May 1904 wrecked opposite the Morro, San Juan, P.R.
 MABEL A. FRYE MCDG 1936 sold to Newfoundland; lost on next trip.
 MADELYN SHIRLEY LORD LGTC Ex JULIA LOFT. 7 March 1919 lost entering Ponce, P.R.
 MAJOR PICKANDS KHJD Sold foreign early in 1918.
 MALCOLM BAXTER JR. KPSD 17 May 1920 lost in Carlisle Bay, Barbados.
 MALCOLM B. SEAVEY KQPR 28 Aug.1911 foundered at C.Romain, S.C.; 1 life lost.
 MANUEL CARAGOL LHRW Sold to Brazil, early 1923.
 MARGARET KRHC Ex FRANCES C. TUNNELL; sold to Greece, 1920. /N.C.
 MARGARET SPENCER LQJM 18 May 1925 wrecked at Coast Guard Station 179, Chicamacomico,
 MARGARET THOMAS KTJG 29 Feb.1924 lost off Mosquito Lagoon, Florida.
 MARGARET THROOP LKRD rn.BESSIE M.DUSTIN Nov.1925; register abandoned Feb.1936.
 MARGARET WARD KRVF 13 April 1903 lost off Galveston Bar, Texas.
 MARGUERITE KCQL 4 April 1917 submarined 35 mi SW of Sardinia.
 MARGUERITE M. WEMYSS LPRJ 22 Nov.1924 sunk by ss CITY OF MONTGOMERY, C.Lookout, N.C.
 MARIA TERESA ex KSCN BRINA P.PENDLETON; 28 Oct.1919 sunk by ss HICKMAN, 600 mi
 (Spanish reg.)from Azores. Was bound Pensacola to Valencia with lumber.
 MARIA O. TEEL KHJQ 14 Jan.1915 foundered in 23 N, 64 W; crew picked up.
 MARIE GILBERT (p.119)KVHM 20 April 1907 lost on Masson Bar, near Mayport, Florida.
 MARIE PALMER KPNL 17 Dec.1909 lost on Frying Pan Shoal, North Carolina.
 MARIE F. CUMMINS LWRV Reg.abnd.Dec.1937; hull burned Philadelphia summer 1947.
 MARJORIE KHSG
 MARJORY BROWN KGMS 20 Oct.1913 foundered off Long Island, N.Y.
 MARTHA ex KVCH CLARA DAVIS. French; later Estonian; broken up early 1938.
 MARTHA E. WALLACE KRVM 21 Dec.1910 wrecked off Cape Lookout, North Carolina.
 MARY MANNING KMCS 4 March 1906 lost in 39 N, 68 W.
 MARY STUART LSCH 11 May 1921 wrecked off Pt. Peregrine, Cuba.
 MARY TAMPLIN KVBR Ex FRANCIS HYDE; now MERITUULI.
 MARY E. PALMER KMFH 4 August 1920 wrecked at Casablanca, French Morocco.
 MARY G. MAYNARD LWCP 14 July 1930 abandoned in 38-40 N, 60-06 W.
 MARY L. BAXTER LBCK 1924 in JOHN C. HILDEBRAND. Lost at sea 14 March 1928.
 MARY L. NEWHALL KTNQ 14 Jan 1908 foundered 200 mi N of Bermuda; crew picked up.
 MART T. QUINBY KPJG Rn.EDWARD L.SWAN. Ended at Port Johnson, N.J.; 1930's.
 MARY ADELAIDE RANDALL KHWT 28 Dec.1911 wrecked on Block Island, Rhode Island.
 MARY BRADFORD PEIRCE LSVR 17 July 1931 wreched on Cape Breton, Nova Scotia.
 MARY MANSON GRUENER KWPB 10 Oct.1923 foundered in 28-09 N, 71-00 W.
 MARY E.H.G. DOW KLHF . 26 Dec.1892 wrecked south of C.Charles.
 MARY E.H.G. DOW KLWH Probably sold foreign in 1916 or 1917.
 MASSACHUSETTS KNSH Missing since 25 Aug.1911, Wiggins, S.C., for Philadelphia.
 MASSASOIT KGJW 15 Nov.1914 stranded off Smith Island, Virginia.
 MATILDA D. BORDA KJTC 16 July 1906 lost on Gull Shoals, North Carolina.
 MATOWAC KHDG 1917 rn from CHARLES A.CAMPBELL; register abandoned 1926.
 MAUD B. KRUM KBQS Ex bark AMY, built 1883 at Bath, Maine, by Goss, Sawyer, &
 Packard; 700 tons. Rerigged & renamed 1905. 20 April 1925 sailed from St.
 Andrews, Florida, for Buenos Aires, and went missing with crew of 7.
 MAUDE PALMER KQGM 26 Aug.1915 foundered in Gulf of Mexico; 11 crew lost.
 MAUDE M. MOREY LHGF March 1942 sold to U.S.for Casco Bay breakwater; later burned.
 MAURICE R. SHAW JR. LHDM Ex CHARLES M. STRUVEN; became barge July 1929; lost Nov.1942.
 MAURICE R. THURLOW LWNM 14 Oct.1927 ashore Diamond Shoal; became derelict.
 MAY V. NEVILLE KQNG March 1916 rn FRED W.THURLOW. 9 April 1927 foundered.
 MEDFORD KQHR 11 Oct 1909 lost at Key West, Florida; 1 of crew lost.
 MELBOURN P. SMITH LBGJ 23 Sept.1923 foundered in 31-50 N, 71-58 W.

MERITUULI	ex KVBR	Ex FRANCES HYDE. Still afloat as ENA; see p.128.
MEROM	KJUP	13 Oct. 1906 wrecked at Bonaire, N.W.I.
MIKHEL	ex MOHP	Ex JOSTAS B. CHASE; July 1934 sold to Estonia.
MILERA	ex JESP	Ex BUCKELAND; sold to Portugal June 1935; still fishing.
MILES M. MERRY	KRHF	17 Feb. 1909 wrecked at Moriches, Long I., N.Y.
MILLIE G. BOWNE	KGGH	Lost on January 2d or 3d, 1890.
MIRIAM LANDIS	ITCH	March 1922 rn KENTON; see p.121.
MOISE	ex KOTJ	Ex FLORENCE CREADICK; see p.128.
MOMIE T.	KTPH	Ex GEORGE F. SCANNELL; see p.129.
MONEGAN	KHRV	Ex LENA F. DIXON.
MONTE BIANCO	ex KYCB	Ex THEOLINE; sold French early 1913; later Italian.
MONTE CANY	ex KJND	Ex HARARD BARNES; see p.118.
MONTE CRISTO	ex KRWM	Ex SAMUEL P. BOWERS. Sold French; torpedoed July 1918.
MONTE ROSA	ex KSLB	Ex HENRY S. LITTLE; see p.129.
MONTEROSE W. HOUCK	LDDK	18 Feb. 1913 wrecked on Currituck Beach, N.C.
MOUNT HOPE	KFBM	Early 1919 sold to Portuguese; rn ATLANTICO.
MYRON C. TAYLOR	LJQS	31 Aug. 1920 lost by fire at Cadiz, Spain.
MYRTLE TUNNELL	KILP	Rn FOREST CITY 1907; CHARLES E. DUNLOP 1919; see p.119.
N. E. TURNER	(see p.63)	31 May 1919 abandoned in 39 N, 59-30 W.
NANNY HANKS	LEPK	10 Jan. 1926 wrecked on Florida Reef, Florida.
NAPOLEON BOUGHTON	KGCT	Lost with a salt cargo 1899. 31 October foundered at sea.
NEPHERTON (p.58)	LTMH	4 August 1920 lost by fire in 50 N, 8-30 W.
NIMBUS	KHST	15 Dec. 1907 foundered in 53-15 N, 74-50 W.
NISSQUOGUE	LHCK	Rn JEAN about 1923; 21 Jan. 1928 sunk by ss CITY OF GLASGOW.
NORTHLAND	KVQT	Engine removed 1910. 12 Aug. 1921 foundered off Rio, Braz.
O. H. BROWN	KGPT	Sold alien, 1919.
ORLANDO V. WOOTTEN	KREP	Wrecked off Barnegat, N.J., 8 April 1922.
ORLEANS	KTFN	Sold to Canadian owners, April 1932.
PAT HARRISON	LRBT	June 1927 rn ALICE VERZONE; 18 Oct. 1928 lost at Grt. Inagua.
PAUL E. THURLOW	IAQS	Made barge April 1931; out of documentation Oct. 1944.
PENDLETON BROTHERS	KPLC	Lost 23 Mar. 1902 at sea.
PENDLETON BROTHERS	KSQW	17 March 1913 lost on Tortugas Reefs, Florida.
PENDLETON SISTERS	KVQC	March 1916 rn ROSTELLAN. 18 Feb. 1920 foundered in 32-48 N, 57-01 W.
PERCY BIRDSALL	KHDS	27 April 1917 submarined in Bay of Biscay.
PERCY R. PINE 2D	LGPM	Auxiliary from 1917 to 1920. Aug. 1923 rn CORNELIUS H. CALLEMAN. 10 Jan. 1924 wrecked on St. Andrews Bar, Fla.
PERRY SETZER	KRRT	10 Dec. 1924 abandoned at sea; 1 life lost.
PHOEBE CROSBY	MOCH	10 Oct. 1921 lost on SE jetty, Georgetown, S.C.
POCAHONTAS	KTRC	17 Jan. 1900 lost on Block Island.
PRISCILLA L. RAY	KJRM	Ex EDWIN L. PECKHAM; 16 Feb. 1920 lost near Key West, Fla.
PURNELL T. WHITE	LJCH	1934 towed dismantled into Baltimore; hulk at Port Covington.
QUINNEBAUG	KSTW	Missing since 2 Nov. 1904, Savannah to New York with piling.
R. F. PETTIGREW	EGWQ	Lost late in 1902; 10 November, at sea.
R. P. PENDLETON	KDLI	Ex CASSIE F. BRONSON; see p. 119.
R. R. GOVIN	LSTM	1935 sold British; 28 Oct. 1939 wrecked St. Anthony, NFL.
R. W. HOPKINS	KMNS	Missing since 13 March 1916, Philadelphia to San Juan, P.R.
R. AND T. HARGRAVES	KLCS	Sunk in collision 19 Feb. 1903.
RACHEL W. STEVENS	KNQP	2 Dec. 1924 foundered off Cape Hatteras.
RASSAFRACH	LEBP	1 May 1926 burned in Nipe Bay, Cuba. Engine removed 1925.
REINE MARIE STEWART (p.57)	Ex 4m. bktn.	1938 sold to Canada and refitted as 4m. sch.
		2 June 1942 sunk by Ital. sub. near Equator.
		(to be continued)

SAILING SHIPS BUILT IN THE NETHERLANDS SINCE 1860

We take great pleasure in commencing in this issue of LOG CHIPS a list of sailing ships built in the Netherlands since 1860, based on a compilation made especially for us by Mr. G. Knijpenga of Overveen, Netherlands. He has drawn for sources principally on the annual "Nederlandsch Vloot en Rederijen" of Sweys, in the Netherlands Shipping Museum at Amsterdam. This standard shipping list is virtually unobtainable outside Holland. Through Mr. Knijpenga's work we can for the first time bring to English-speaking students of sail an idea of the magnitude of shipbuilding in the Netherlands.

Other sources that we have consulted include Oderwald, "Nederlandsche Snelzeilers" (1940); Teenstra, "De Clippers" (1946); and Blusse van Oud-Alblas, "De Geschiedenis van het Clipperschip" (1949).

The list has been arranged in inverse chronological order, and alphabetically under each year. (Many Dutch vessels seem to have been a long time on the stocks, so that in some cases there is uncertainty about the exact year of building.) Tonnages are followed by g, n, or o, for "gross", "net", or "old measurement." Wooden shipbuilding lasted longer in the Netherlands than in Britain, and all vessels are believed to be wooden unless otherwise designated. Likewise, the composite fashion (wood planking over iron keelson, beams, and frames) was popular after its use was abandoned elsewhere, and finally evolved into a system of copper-sheathed wooden planking over an iron-plated bottom. A photograph of SMEROE and SLAMAT, p.164 of Teenstra, strongly suggests that these two, at least, which are recorded in the register books as oak-planked over an iron frame, had iron-plated topsides above the load-waterline. We designate them as "Comp" in the following list, while sheathed hulls are indicated as "Ir-Sh". A few cases of wooden hulls with iron beams or keelsons will be noted as "Wd-IB" or "W-IBK."

Although a large proportion of the coasters of Northern Europe in the period from 1900 until after World War I were steel auxiliaries built in the Netherlands, we have found only one, TJERK HIDDÉS, built at Foxhol, large enough to be worthy of inclusion in the following list.

Other building places and home ports are abbreviated thus:

Al: Alblasserdam	El: Elshout	Mh: Martinshoek	Mi: Middelburg
Am: Amsterdam	Ka: Katindrecht	Ni: Nieuwendam	St: Stormpolder
Bo: Bolnes	Ki: Kinderdijk	Ro: Rotterdam	
Ch: Charlois	Kr: Krimpen a/d Lek	Sc: Schiedam	
Do: Dordrecht	Ma: Maassluis	Sl: Slikkerveer	

NAME	Hull	Rig	Tons	Builders, and place	First owners
LATER NAMES		Year given	Owner given by		
		1919			
TJERK HIDDÉS Aux.	Steel	4mSch	488g	J. Smit & Zoon, Foxhol, Ned.	Handel & Vr.My, Ro.
SEEBER		1922	M/S Ges.	Hansa, Hamburg	
ERNA GAULKE		1929	E.C.J.Gaulke,	Hamburg	
IZARRA		1930	Arm. Francais & Coloniaux,	St.Malo	
		1905			
DIONE	Steel Ship	2103g	Rijkee & Co., Ro.	Wachsmuth & Krogmann,	Hmbg.
PELIKAN		1912	Reederei F. Laeisz GmbH,	Hamburg	
BELLCO		1920	James Bell,	Hull	
		1904			
GEERTRUIDA GERARDA	Stl	4m.Bk	2507g	J. & K. Smit, Kr.	P. van der Hoog
OLYMPIA		1910	Rhederi A/G von 1896,	Hamburg	
VOORBURG	Steel Bktn	334g	Gebr.J.& G.Verstockt,	Mh.	
ALEXA			Hattrick,	Wellington, N.Z.	

		1898	
EUROPA	Steel Ship	1991g	Huygens & Van Gelder, Am. W.A. Huygens, Am.
	LOTOS	1909	J.A. Henschien, Lillesand
	ASRA	1916	Thv. B. Heistein & Sons, Kristiansand
		1897	
NICOLAAS WITSEN	Steel Ship	1636g	F.F. Groen, Am. Builders
	BLANKENESE	Eugene	Cellier, Hamburg
		1895	
VONDEL	Steel Ship	1562n	F.F. Groen, Am. Builders
		1894	
HUGO MCLENAAR	Steel Bark	1735n	J. Smit Jzn., Al. Zeilv. My "Neptunus"
NEDERLAND	Steel Ship	2031g	Huygens & Van Gelder, Am. W.A. Huygens, Am.
	FIDES	1910	Skibs A/S Fides (Thomas Berg), Stavanger
VIGØR		1917	A/S Vigør (Mathias Hansen), Kristiansand
ZWIJGER	Steel Bktn	351g	J. & K. Smit, Kr. Ned. Scheepvaart My, Am.
		1893	
COLUMBUS	Steel Bark	1312n	F. Groen, Am. Zeilv. My "Neptunus"
		1892	
ADRIANA	Steel Ship	1470n	J. Smit Czn., Al. J.U. Smit
AMSTERDAM	Steel Bark	1139g	W. & A. Huygens, Am. Builders
	SIRDAL	1918	A/S Kristiansand (S.O. Stray), Kristiansand
		ALICE MICHELINE	1923 Dubosc de Jong & Cie, Havre
		PIERO	(Italy)
JEANETTE FRANCOISE	Stl 4mBk	2231n	J. & K. Smit, Kr. P. van der Hoog, Kr.
CARL			G. Krabbenhöft & Bock, Hamburg
SOUVENIR		1922	O. Kverndal & Co., Tvedestrand
		1891	
BURGOMESTER JONKHETER COENEN			
	Steel Bark	1488g	Rijkee & Co., Ka. Zeilv. My "Neptunus"
ANNIE			
ANNIE II		A/S Annie II (Lars Knutsen), Arendal	
DE RUYTER	Steel Ship	1761g	Huygens & Van Gelder, Am. Ned. Scheepv. My, Am.
EVERTSEN	Steel Bark	1483g	Rijkee & Co., Ro. (Ka.) " " "
	TELLUS	1897	Wachsmuth & Krogmann, Hamburg
JOHANNA	Steel Ship	1762n	J. Smit Czn., Al. Builders
MARTINA JOHANNA	Steel Bark	1408g	J. & K. Smit, Kr. P. van der Hoog, Kr.
SEMPER SPERA	Steel Bark	1209n	F. Groen, Am. Zeilv. My "Neptunus"
TROMP	Steel Ship	1748g	L. Smit & Zoon, Kl. Ned. Scheepv. My, Am.
	TRIO	1909	G. Pech & Co., Tvedestrand
VAN GALEN	Steel Bark	1372n	J. F. Meursing, Am. Ned. Scheepv. My, Am.
THALASSA		1897	Wachsmuth & Krogmann, Hamburg
		1890	
GEERTRUIDA GERARDA Stl	Stl	1364n	J. & K. Smit, Kr. P. van der Hoog, Kr.
JOHANNA	Steel Ship	1164n	Rijkee & Co., Ka. J. Vroege
		1889	
NIL DESPERANDUM	Steel Bark	1224g	F. Groen, Am. A. Hendrichs & Co., Am.
		1888	
OOSTENBURG	Iron Bark	1050g	Huygens & v. Gelder, Am. W.A. Huygens, Am.
SYVSTJERNE		1898	Herman Jacobsen, Sarpsborg.
ST. JOSEPH		1903	(Italian)

				1887		
WILLEM CHRISTIAAN	Iron Bark	396n	Bouwmeester, Borsius v.d.Leye, Mi.	Builders		
				1886		
ANNA ALEIDA	Iron Bark	1100n	J. & K. Smit, Kr.	P. van der Hoog, Kr.		
CONCORDIA	Iron Bark	1047g	Huygens & Van Gelder, Am.	W.A.Huygens, Am.		
				1885		
AMICITIA	Iron Bark	1153g	Rijkee & Co., Ch. or Ka.	P. van der Hoog		
GEZUSTERS VAN HAAFTEN	Ir. Bark	967n	J. von Lindern, Am.	Von Lindern & Van Vessem, Ro		
KRIMPEN-AAN-DE-LEK	Iron Bark	1117g	J. & K. Smit, Kr.	Builders		
MARIE & JULIE	Iron Bark	414g	Bouwmeester, Borsius & v.d.Leye, Mi.	Builders		
NICOLAAS BEETS	Ir-Sh Bark	984g	Huygens & Van Gelder, Am.	Builders		
SENIOR	Iron Bark	1128g	Rijkee & Co., Ka or Ch.	J. Vroege		
THORBECKE VII	Comp Bark	928n	A.H.Meursing, Am or Ni.	Builders		
PIETA		1894	V.Lubrano di Vivaria, Naples			
				1884		
F.H.VON LINDERN	Iron Bark	985n	C. & J. von Lindern, Am.	F.H.von Lindern		
NACHTGAAL	Comp Bark	1015n	J.F.Meursing, Am.	Builder		
NAUTILA		1897	(Netherlands Indies)			
THORBECKE VI	Comp Bark	911n	A.H.Meursing, Am or Ni.	Builder		
JABEZ		1892				
				1883		
CATHARINA	Ir-Sh Bark	1012n	Huygens & van Gelder, Am.	J. Verth		
SOLGLIMT		1916	A/S Glimt (Jacobsen & Thom), Fredrikstad			
LOTOS	Iron Bark	Bothof & Gravenstein, Sl.	Konig & v.Delden, Ro.			
				(lengthened 1887: tonnage increased from 958n to 1213n; conv.to ship rig)		
THORBECKE V	Comp Bark	793n	A.H.Meursing, Ni or Am.	Builder		
TJERNHAI	Comp Bark	1013n	J.F.Meursing, Am.	A. Hendrichs & Co., Am.		
				1882		
PRINSES WILHELMINA		400n	Bouwmeester, Borsius & v.d.Leye, Mi.	Builders		
				1880		
BAARN	Comp. Bark	1028g	W.H.Meursing, Am.	Builder		
LYRA		1897	(Norway)			
				1879		
GRAAFSTROOM	Wood Ship	1359n	J.Smit Czn., Al.	Builder		
INSULINDE	Wood Ship	1326n	F.H. von Lindern, Al.	Builder		
JACOBUS JOHANNES	Bark	379n	Bouwmeester, Borsius & v.d.Leye, Mi.	Builders		
NOACH VI	Comp Ship	1334n	A. Smit, Sl.	Top Smit, Ro.		
THORBECKE IV	Wood Bark	917n	A.H.Meursing, Am.	Builder		
PARATA		1895	R. Razetto, Genoa			
				1878		
BURGEEMEESTER SCHORER	Wd Ship	1236n	Van Zeylen & Deckers, Mi.	F.H.van Leeuwen, Mi.		
SMERCE	Comp Bark	940n	A.H.Meursing, Am.	Builder		
THORBECKE III	Bark	915n	A.H.Meursing, Am. or Ni.	Builder		
				1877		
A.H.VAN TIENHOVEN	Comp Ship	1333n	F.H.von Lindern, Al.	Builder		
KERSBERGEN	Ir-Sh Bark	1100o	W.H.Meursing, Am	Builder		
CHRISTIANE		1893	P. Viborg, Drammen			
NOACH V	Ship	1263n	A. Smit, Sl.	Top Smit, Jr.		

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BATAVIER	Iron Ship	1616n	L. Smit & Zn., Ki.	Builders
DELIANE	Comp Ship	1270n	F.H.von Lindern, Al.	J. Veth, Al.
GROEN VAN PRINSTEREN	Bark	926c	H.J. Bonn, Ch.	Voorhoeve & Jelier
SLAMAT	Comp Bark	1007c	W.H.Meursing, Am.	A. Hendrichs & Co., Am.
THORBECKE II	Bark	839n	Meursing & Huygens, Ni or Am.	A.H.Meursing

1875

AMERIKA	Brig	270c	Gebr. Visser, Ro.	Builders
ANNA ELISABETH	Iron Bark	850c	W.H.Meursing, Am.	Builder
ARIE & WILLEMINA CORNELIA	(sometimes listed as A. & W.C.)			
	Comp Ship	1149n	F.H.von Lindern, Al.	Veth & de Ronde
BIMA	Bark	411c	C. Gips & Zonen, Sc.	Boncke & Co., Ro.
GEBR. SMIT	Ship	1554c	J. Smit Czn., Al.	Builder
JAN VAN HAFTEN	Comp Ship	1326n	F.H.von Lindern, Al.	Builder
NOACH IV	Comp Ship	1273n	A.Smit, Sl.	Fop Smit Jr., Ro.
THORBECKE	Bark	962c	A.H.Meursing, Am.	Builder

1874

ALBLASSERDAM	Comp Ship	1441c	F.H.von Lindern, Al.	Builder
AMSTEL	Comp Ship	1550c	Meursing & Huygens, Am.	van Eeghen & Co., Am.
PARENDINE OSIRIA				
CHIN PU		1918	Pacific & Oriental Shipping Co.,	San Francisco
MARY	Comp Ship	1264n	J.Smit Czn., Al.	E.Suermondt & Zn., Ro.
THORBECKE	Wood Bark	826n	W. & A.H.Meursing, Ni.	W.H.Meursing, Am.
SINDORO		1875		

1873

AMSTERDAM	Comp Ship	1420c	Meursing & Huygens, Am.	Van Eeghen & Co.
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1872

INDUSTRIE	Iron Ship	1594n	L. Smit & Zn., Ki.	Builders
LIBERAAL	W-IBK Ship	1742n	J. Smit, Sl.	Builder

1871

KOSMOPOLIET III	Comp Ship	1385n	C.Gips & Zonen, Do.	Gebr.Blusse, Do.
SALATIGA	Wood Ship	1101n	Gebr.Pot, Ro or Bo.	Van Charante & Co., Ro.
ZES GEZUSTERS	Ship	1445c	F.H.von Lindern, Al.	Builder

1870

ANNA ELISABETH	Comp Bark	850c	W. & A.H.Meursing, Am.	Builders
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MERAPI

1871

GYSEERTUS HERMANUS	Ship	1141c	G.Uitdenboogaard, Ma.	Builder
JACARA	Brig	836c	Gebr.Visser, Ro.	Builders
JOHANNA	Comp Ship	1379n	J.Smit Czn., Al.	Builder
NOCHHOZEKANAL	Bark	830c	W. & A. Meursing, Am.	Builders
OTTOLENA	Comp Ship	1250n	L.Smit & Zn., Ki.	Builders

1869

DORDRECHT II	Ship	756c	C. Gips & Zonen, Do.	G.van Hoogstraten & Zn.
SOPHIA		1885		
HENRIETTE ADRIANA	Comp Ship	1264n	J. Smit Czn., Al.	E.Suermondt & Co., Ro.
JOHANNA MARGARETHA	Comp Ship	1140c	Rijkee & Co., Ka or Ch.	J.Vroege, Al.
KIN SIN	H.Brig	285c	C.Gips & Zonen, Do.	Japanese owner.
MAIBIT	Comp Ship	1154c	Meursing & Huygens, Am.	Rutgers & Hissink, Am.
NOACH III	Comp Ship	1091n	J.Smit, Sl.	Fop Smit Jr., Ro.
QUEVANG		1890	(Norway)	
VOORLICHTER	Comp Ship	1662n	Jan Smit, Sl.	Builder

(to be continued)